



WILLIAM WILL RECEIVE CZAR

NICHOLAS IS EN ROUTE

Will Meet German Emperor on Board Yacht Hohenzollern.

Officially Announced that Czar Has Sailed on Polar Star to Meet Emperor William in Gulf of Finland. French Press Arroused.

St. Petersburg, July 23.—At midnight an official statement was issued to the effect that Emperor Nicholas sailed today on the yacht Polar Star, accompanied by the Grand Duke Michael Alexandrovitch for the Archipelago to interview Emperor William, who is cruising in the yacht Hohenzollern, in the waters of the Baltic sea and the Gulf of Finland.

The British review of the sovereigns is expected to take place this evening off the Finnish port of Borgo, at the mouth of the Gulf of Finland, near Helsingfors.

This will be followed by another interview tomorrow after which Nicholas will return to St. Petersburg and Emperor William will continue his cruise. It is notable that there are no representatives of the Russian foreign office among the emperor's entourage, nor is the German ambassador, Count Alvensleben on board the Polar Star.

This gives color to the report that the meeting was arranged between the two emperors directly, without the recourse of the usual diplomatic channels. Many diplomats have been taken completely by surprise by the news of today. Rumors that the meeting was contemplated which were current since Friday, have met with the flattest denials in official quarters and the German ambassador having stated that he knew nothing of any such plan being on foot Emperor William's action is instantly connected with the Moroccan question and realizing his opportunity is expressed on all sides. There is no set program, of the subjects for discussion aside from the general consideration of the factors in the present situation affecting the two empires, but it can be stated that the coming meeting of the Russo-Japanese plenipotentiaries will occupy a place in the foreground. The action of Emperor William in seeking the conference at this moment is generally interpreted as an assurance of his moral support of Russia in the coming "pour parlers" at Washington.

FOUR MAY HAVE LOST LIVES IN WRECKED YACHT

Lewes, Del., July 23.—Four men are believed to have been drowned by the sinking of the yacht Markeete near Brandywine lighthouse in Delaware bay. Dr. Hobart H. Hare, a prominent physician of Philadelphia, and Lucius S. Landreth, also of that city, were rescued and brought here. The four men believed to be dead constituted the crew.

The Markeete, accompanied by the yachts Zealand and Circe, left the Corinthian yacht club anchorage at Philadelphia a few days ago for a cruise. Late yesterday afternoon the Markeete grounded on Brandywine shoals during

Parisian Comment.
Paris, July 23.—Emperor Nicholas' cruise in the Gulf of Finland to meet Emperor William, of Germany, is the subject of much comment in the press. Certain newspapers express the fear that the German emperor will influence the czar in certain matters and hinder the carrying out of the peace program, while others are of the opinion that Emperor William will seek to estrange Russia from France. Journal Deu Debate says the first acts of Emperor Nicholas on his return to Russia will be looked forward to with particular interest.

Editor Held for Libel.
New York, July 23.—Robert W. Criswell, publisher of the New Yorker, who is charged by Congressman Joseph Rhinock of Kentucky with libeling him in an article headed "An insult to Miss Roosevelt," waived examination and is held in \$1000 bail to reappear in court.

ORIGIN OF ATTEMPT ON SULTAN A PUZZLE.

Constantinople, July 23.—Three commissions are inquiring into the attempt upon the sultan's life on Friday, but are not able to find the slightest clue to either the author or the origin of the outrage. The majority of the victims were concubines. Eye witnesses describe the scene after the explosion as heartrending, with men and horses lying dying all around. A hole, two yard wide, was made in the ground by the explosion of the bomb.

FUNERAL OF GEN. BLACKMAR

G. A. R. Commander-in-Chief Buried in Boston.

Members of G. A. R., All Affiliations and Other Patriotic Bodies Are Participants in Funeral. Ten Thousand gaze on Body While Lying in State.

Boston, Mass., July 23.—Veterans of the Civil war, Sons of Veterans, members of the Woman's Relief Corps, and other patriotic societies paid honor to the late Wilmon W. Blackmar, commander-in-chief of the G. A. R.

During the morning the body lay in state in the memorial hall of the state house. Ten thousand persons passed through the hall and gazed on the dead commander.

Early in the afternoon thirty Massachusetts posts of the G. A. R. followed by the funeral party and a troop of state cavalry escorted the body to the Second Unitarian church.

At the conclusion of the services at the church the body was escorted to the Cedar Grove cemetery by the cavalry, where the interment took place.

DEAD PLACED IN GREAT TRENCH

BURIAL OF SAILORS

Simple Ceremonies Mark Funeral of Benningtons Crew.

Fifty-Two Men From Gunboat Chief Mourner. Ill-Fated "Blue Jacket" Placed Beside Veterans of Mexican War, All in Common Grave.

San Diego, July 23.—A careful compilation of the casualties tonight is as follows: Buried in the military cemetery today, forty-seven; dead now in the morgues awaiting shipment to relatives, eleven; dead in the fire room of the Bennington and still unaccounted for, two; total dead, sixty. Injured at the various hospitals, forty-nine; missing, sixteen; grand total, one hundred and twenty-five. Of the injured at the hospitals seven or eight are expected to die.

San Diego, July 23.—They buried the Bennington's dead today, forty-seven of them in a common grave. On the crest of the promontory of Loma, high above the shimmering waters of San Diego bay on one side, and within the sound of the booming surf of the Pacific on the other, they were laid to rest in a peaceful little military burial ground. Without the crash of drum or sound of brass, without pomp or parade, yet the simple impressiveness all honor was paid the Nation's dead.

They have honored dead to keep them company, these brave boys of the Bennington. All about them lie those who died in the Nation's service in more trying times. Gravestones, yellow with age, bear the names of men who died at Monterey, in the Mexican war; others who gave up life in the conquest of California and who followed Commodore Stockton at Old San Pasqual. These are their neighbors in death. Surely they should rest well.

The army and navy paid last tributes, no less sincere than the simple grief of the representatives of peace, who made the long journey around or across the great bay. But the most impressive body of mourners were the fifty-two men from the battered Bennington.

San Diego is a city of mourning today. Thousands filed, through the morgues this morning with arms filled with flowers, dropping blossoms here and there on some unfortunate's flag-draped coffin. Promptly at noon the long line of vehicles began the long journey around the bay to the burial place.

Owing to steep hills and rough roads it was found impracticable to use hearses or even dead wagons and the bodies were stacked in heavy express wagons and other ordinary vehicles. There were no bands of music to stir the people with doleful melody—everything was quiet and business like. From noon until 3 o'clock these dead burdened wagons toiled toward the burial ground and not until almost half past four was the last casket placed in the rock-ribbed trench. The deep trench in which the bodies were placed in two rows, feet to feet, is seventy feet long and fourteen feet wide. It was finished but a few minutes before the arrival of the first load of bodies.

Without a moment's delay the work

of lifting the coffins from the wagons and arranging them in the trench was carried on. Shipmates from the Bennington performed this sad duty. In just one hour and fifteen minutes the last body was deposited in the trench. It only remained for the representatives of the church to pronounce the final blessings over the dead.

Rev. Mr. Richey, rector of St. Paul's Episcopal church, read the burial service. The venerable Father Ubach, of the Catholic church, attended by two censor bearers stepped forward and in a rich and resonant voice read the service of the dead and blessed them with water and incense.

Captain Drake's Statement.

San Diego, July 23.—Captain Drake consented to make a statement to the Associated Press this evening. He was asked if he had read the opinion of Rear-Admiral Rae, chief engineer of the navy, as telegraphed from Washington, concerning the cause of the explosion.

"Yes," he replied, "I have read it. It is of course based upon supposition. I can state that there were no high explosives on the Bennington and therefore, the theory of high explosives as the cause is disposed of. The accident was due to the boilers, the exact nature of which has been fully and correctly described by Captain Young. It was one of those unfortunate accidents that may occur at any time and for which no satisfactory explanation can be made."

"Is not the explosion of a boiler in a naval vessel a very unusual accident?" was asked.

"Yes, it is unusual, very unusual, indeed," he replied.

"Will you say anything in regard to the condition of the boilers, when they were last inspected and whether any report was made of defects recently?"

"The condition of the boilers of the Bennington was known in the department at Washington. The report was made and is on file in the department regarding their condition and it is not necessary for me, or for Captain Young to say anything about the matter."

Captain Drake said he believes the Bennington may be floated within a short time, probably within 48 hours. He, like Commander Young, believes that the missing, now given as sixteen, were drowned. Their bodies, he believes, will be found in the bay from time to time.

Washington, July 23.—Rear-Admiral Goodrich, commander-in-chief of the Pacific station, who is expected to reach San Diego Thursday, is clothed by regulations with full authority to order such investigations he deems necessary in the case of the Bennington catastrophe. With his flagship, the Chicago, and the Iris at San Diego he will have a sufficient number of officers from which to appoint the investigating board.

It is expected that he will enter into communication with Washington, fully advising the officials here of the steps he will take. In telegrams coming to the department over night from Captain Drake, that officer announced that he expected to eventually float the Bennington. It is stated also that he had ordered the board of investigation to determine the extent of damage done to the hull and machinery.

A revised list was given out today, making the total 49 identified officially reported to the department and one unidentified body. The moment the department is officially advised as to the finding of an additional body, a telegram is sent to the nearest relative of the deceased announcing the death and expressing the sympathy of the department.

'FRISCO WILL HAVE BIG CHINESE DAILY.

San Francisco, July 23.—It was announced that Chinatown is to have an 8 to 10 page morning daily paper printed in the Chinese language. It will be the only morning paper of its kind published outside of China. It is said that the paper will be published along American lines and will be an illustrated paper, to represent the new party formed in China and in this country.

JURY TO START PROBING TODAY

CRIMINAL PRACTICES

Alleged to Have Existed in One of Executive Departments.

Grand Jury of District of Columbia will Look into Matters. Stated on Authority That Department of Agriculture is Concerned.

Washington, D. C., July 23.—District Attorney Beach tonight announced that the grand jury of the District of Columbia, in pursuance of a call issued in July 20, will meet tomorrow to consider, among other things "certain criminal practices alleged to exist and to have existed in one of the executive departments."

Mr. Beach declined to admit which one of the departments, this statement had reference to, but it is known that it relates to the department of agriculture, whose crop statistical reports have been today been put under investigation.

PANAMA BEATS WASHINGTON FOR COMFORT, CLERK WRITES

Not Afraid of Yellow Fever and Weather Not So Hot.

Washington, July 23.—W. D. Mabry, formerly a clerk in the office of the office of the auditor of the war department, and now in the employ of the canal commission on the isthmus, writes to a friend in this city, painting a more cheerful picture of life on the isthmus than that gained by stories told by recently returned employes.

Mabry writes that he and his wife are staying at a new government hotel at Corozal, three miles from Panama, where the board is excellent. The temperature, he says, is more comfortable than in Washington at this season of the year, and people go about their business with no more thought of "yellow jack" than of pneumonia or typhoid fever in Washington.

"If I were back at my desk in Washington," he says, "knowing what I know now, I should come with less hesitation than I experienced before coming here at all."

CONTESTS OVER IMPORTED SOUVENIR POSTAL CARDS

Customs Authorities And Importers Almost Constantly at Variance.

New York, July 23.—The importation of foreign souvenir postal cards has as-

sumed large proportions at New York, and the classification and appraisement of the articles is responsible for much litigation between importers and customs officers. The cards come from Germany, France, Switzerland and other European countries. Some are of the cheap variety, while others are miniature works of art.

Under the terms of the Dingley tariff law, souvenir postal cards are classified as "printed matter" with duty at the rate of 25 per cent ad valorem. The importers, however, are contending for a lower rate. The importers pay the assessment of 25 per cent demanded by collector and file an appeal with the lower customs tribunal. One of the favorite claims relied upon by the importers is that the postal cards are dutiable at only 5 cents per pound under the provisions in the tariff law for "lithographic prints." The records of the board of appraisers show that many importers are successful in getting the collectors' assessment cut to the low rates provided for lithographic prints.

Another fruitful case of strife with the treasury officials has to do with the question of foreign market value of the cards. Many of those sent to this country are purchased in job lots and in other ways which make correct appraisements difficult. Practically all postal card reappraisements are made by General appraiser Fisher.

Church Stops Immigrant.

New York, July 23.—George Diab, a young Syrian from Damascus, who arrived here on the White Star steamship Romanic, will be sent back to face the accusation made by the ecclesiastical authorities of the Orthodox Greek church, that he absconded with \$3000 belonging to his uncle, an archdeacon of the church. The uncle gave the money to Diab's mother, but the church claims that he had no right to give his property to relatives.

COL. LAMONT PASSES AWAY

Was Secretary of War in President Cleveland's Cabinet.

Colonel Daniel Lamont Dies at His Home in New York. In Good Health During Day, Succumbs to Sudden Attack of Heart Failure.

New York, July 23.—Colonel Daniel Lamont, secretary of war under President Cleveland, died this evening at Millbrook, Dutchess county, after a brief illness. Heart failure was the cause of death.

Mr. and Mrs. Lamont were out driving this afternoon and Mr. Lamont appeared to be enjoying the best of health. After dinner he complained of feeling ill and Dr. Stewart, of New York, who is a guest at the house immediately went to his aid.

He diagnosed the case as an attack of heart failure and in spite of heroic treatment Colonel Lamont passed away half an hour afterward.

PAUL JONES BODY WILL BE TAKEN ASHORE TODAY

Annapolis, July 23.—The John Paul Jones expedition commanded by Admiral Sigsbee will complete its mission with the landing of the body of the distinguished dead tomorrow morning. The day has been without ceremony except of an exchange of calls between Admirals Sands, superintendent of the Naval Academy and Admirals Sigsbee and Davy and Captain Gervais, of the French cruiser Jurien de la Graviere.

On the half deck of the Brooklyn in a spacious compartment lies the body of